

***ARIZONA CANAL IN  
DOWNTOWN  
SCOTTSDALE  
COMMUNITY  
WORKSHOPS  
SUMMARY REPORT***



**May 2002**

Prepared For:  
***City of Scottsdale***

Prepared By:  
***Partners for Strategic Action, Inc.***  
*13771 Fountain Hills Boulevard, Suite 360*  
*Fountain Hills, Arizona 85268*  
*PHONE (480) 816-1811 • FAX (480) 816-1813*  
[psapsa@worldnet.att.net](mailto:psapsa@worldnet.att.net)

## ***INTRODUCTION***

Ensuring public and stakeholder involvement is critical to the success of the Arizona Canal in Downtown Scottsdale project. At the onset of the study, a Public Involvement Plan was created that outlined how input would be collected to assist in developing the recommendations to the City Council. The Plan outlines the techniques that will be utilized to ensure that citizens and stakeholders have the opportunity to participate in the project. The first technique was holding Focus Groups. These were followed by Community Workshops. However, it is important to note that the City Council is ultimately responsible for making the final decision from the design team's recommendations on the improvements to be made to the Arizona Canal.

Invitations to the Community Workshops were sent via the Project Newsletter. A comprehensive mailing list of potential stakeholders was used to mail the newsletters. Additionally, advertisements were in the local newspapers announcing the two community workshops. Community members and other stakeholders were invited to attend and asked to register for one of the two workshops. Registration was not mandatory and people were welcome to attend either event without registering. One community workshop was held on Saturday, April 27, 2002 in North Scottsdale at the Desert Canyon Middle School Cafeteria and the second in South Scottsdale on Sunday, April 28, 2002 at the Coronado High School Cafeteria.

The objectives for the Public Workshops were as follows:

1. For citizens to gain an understanding of the issues related to the future development of the Arizona Canal at Scottsdale and the specific parameters of the City of Scottsdale.
2. For citizens to gain an understanding of the Arizona Canal at Scottsdale project and process.
3. To understand the participants' preference related to development opportunities, vision, and priorities.
4. To identify ideas for the Arizona Canal at Scottsdale vision.

After introductions and a short presentation about the project and process to date by Peggy Fiandaca, Public Involvement Coordinator and Bill Peifer, Scottsdale Project Manager, the participants were divided into two groups on Saturday and three groups on Sunday. The focus of the small group discussions was around three discussion topics that evolved out of the Focus Group discussions. Each group had a facilitator, designer and technical experts on the three topics that roamed between the small groups.

Following are the names of the facilitators, the group they were assigned and the order they addressed each of the topics.

### **Facilitators and Order of Discussion Topics**

| <b>Peggy Fiandaca (Red)</b> | <b>Curt Dunham (Gold)</b> | <b>Robin Meinhart (Blue)</b> |
|-----------------------------|---------------------------|------------------------------|
| Connections                 | North Bank                | South Bank                   |
| North Bank                  | South Bank                | Connections                  |
| South Bank                  | Connections               | North Bank                   |

### Technical Support for Each Discussion Topic

| Discussion Topic | Technical Support  |
|------------------|--|
| Connections      | Mark Soden<br>Michael Pullman (Saturday)<br>Sam Malekooti (Sunday) |
| North Bank       | Don Hadder<br>Geoff Beer (Sunday)                                  |
| South Bank       | Erin Perralt de Perez<br>John Rael<br>Jim Duncan                   |

### Small Group Discussion Overview

**Goal:** The purpose of the small group discussions was to explore design options for the development of the Arizona Canal at Scottsdale. The discussions built upon the ideas generated by the Focus Groups held in March 2002.

**Product:** The outcome of the small group discussions was a map of the Arizona Canal planning area with the participants' development ideas. Also, supportive design concepts or sketches that illustrate the group's desires as well as a listing of ideas.

The Design Team developed a set of "givens" for each of the three discussion topics. These "givens" are intended to present the existing conditions and parameters that the project must take into consideration. Following are the "givens" for each of the discussion topics.

#### **Discussion Topic – Connections**

##### ***Givens: (Elements of the project that are not going to change)***

- Marshall Way Alignment
- Vehicular – Camelback Road/Fashion Square/Goldwater Road
- Nordstrom Parking Structure
- City Owned Property fronting Scottsdale Road
- Bridges – Transit and (Possibly Two) Pedestrian
- Pedestrian Links – Accessibility
- Road Crossings at Scottsdale Road and Goldwater Blvd.
- Existing Underpass at Goldwater Blvd.

#### **Discussion Topic – North Bank**

##### ***Givens: (Elements of the project that are not going to change)***

- Building Height Limitations
- Existing Land Uses
- Existing Storm Drain (72") north of SRP Right-of-Way
- Development Plan
- Dedication for Marshall Way Right-of-Way
- Required Public Spaces (urban plazas)
- Existing Concrete Channel

- Handrail Requirements
- Restrictions on Human Contact with Water

**Discussion Topic - South Bank**

***Givens: (Elements of the project that are not going to change)***

- Pedestrian connection – Sun Circle Trail – 8’ wide natural trail
- SRP maintenance road – 16’ wide suitable for heavy trucks
- Existing structures/uses
- Existing zoning
- Building height limitations
- Overhead power lines (to be buried)
- Underground 69kV location
- Restrictions on planting above underground lines
- Height of bank to prevent flooding/over-topping
- Existing alley – need for refuge pick-up, parking, and fire access
- Grade change canal to bottom of slope
- Potential pedestrian and vehicular links to 5<sup>th</sup> Avenue district

The following report summarizes the Community Workshop discussions. This information will be used to ensure that all issues are identified so effective alternatives can be developed by the Design Team. The Appendix includes the project handout that was distributed and used for both the Community Workshops. Participants were also encouraged to stay involved in the process and submit written comments via an evaluation that was distributed.

**Participants**

**Saturday, April 27, 2002**

Dwayne Richard  
Carol Poston  
James Alling  
Sam West  
Michelle Cubas  
Patty Badenoch  
Kerry Dunne

Charles Poston  
Ric Alling  
Kathy Tolbert  
G. Schoneberger  
Mary Frances Krumwiede  
Cynthia Dunne  
Larry Krumwiede

**Sunday, April 28, 2002**

JoAnn Tull  
Debbi Weisberg  
Sam West  
Darin Simmer  
Allen Pile  
John Lanmith  
Tom Jetland  
Patty Badenoch  
W.K. Hayes  
Susan D. Wheeler  
David Ortega

Deborah Becker  
Joan Baron  
Lois Fitch  
Thomas Gale  
Judy Peters  
Darlene Petersen  
Mark Dillon  
Sonnie Stevens  
Carrie Mayo  
Connie Cravens  
Tom Mason

## Community Workshop – Red Group

### Saturday, April 27, 2002; 8:30 to Noon

### Desert Canyon Middle School Cafeteria

Red Group Facilitator: Peggy Fiandaca

#### *Participant Comments*

##### Connections

- The primary goal of the bridges should be to move people and provide pedestrian connections between the mall and downtown.
- The central bridge should be an easy and pleasurable flow to downtown.
- It could be a faster way to make the connection from the mall to downtown.
- The bridge at Marshall Way connection should be a major focus of the area.
- It should be transit only on a daily basis. One-way vehicular traffic should be a possibility. Traffic would flow from Old Town Scottsdale north across the bridge.
- It could provide a circulation loop for the area.
- The bridge should be used as a reliever for traffic during events.
- The bridge should be “signature” artistic design. The feel of the bridge should be welcoming and shady. It should be a place to linger.
- Shops, retail carts, or concessions (like Florence) should be allowed on the bridge.
- The area, including the bridge, should be a revenue generator for Scottsdale.
- It is important that it does not have a negative impact on adjacent areas and retain a similar scale.
- The bridge should be wide enough to allow retail uses and not be divided between pedestrians and transit.
- The Marshall Way bridge should be an extension of a landscaped promenade from Fashion Mall into the downtown.
- At both ends of the bridge there should be major activity areas or venues to allow space for events and festivals. One of these areas should be a structured amphitheater that is compatible with Arizona design.



##### North Bank

- The area should include a residential component and park-like setting.
- The private development to the north should be integrated with the Arizona Canal development.
- The private area should open up onto the canal.
- Mixed uses should be encouraged on the North Bank.

- Densities should be “stepped back” from the canal to maintain a pedestrian oriented feel along the canal.
- Locals and visitors should be attracted to the area because of the unique natural setting but also the activity that occurs in the area.
- The Arizona Canal Project should develop a location, facility, or venue where outdoor wedding ceremonies would be held and where people would enjoy to stroll along a specific trail.
- A terraced grassy area should be developed as a major gathering space where people can sit, relax, and where children can play.
- The water should be integrated into the overall project design.

### South Bank

- The character of the South Bank should be similar to the North Bank with little variations.
- Meandering paths with plenty of shade should be provided.
- Shade should be provided by trees and simple built structures.
- There should be enough lighting for security, but not prison lights. The lights should be aesthetically pleasing (e.g., Cavalier lights). The lights should provide for security as well as being decorative.
- Police on horses and bicycles should patrol the area.
- Utilize Crime Prevention Through Environmental Design (CPTED) to landscape the area while providing a safe environment.
- There should be a patio level along the South Bank that flows out from the businesses along the canal.
- Tuck under parking would provide a way to create patio levels while providing parking underneath. The tuck under parking idea allows for a wider promenade.
- There should be attention given to the aesthetic transition from the Arizona Canal level to tuck under parking area and not be abrupt.
- The area should be designed for people and not for cars. The North Bank would be more designed for automobiles.
- Combine the Sun Circle trail use with SRP maintenance area. Create a meandering and landscaped path.
- Separate bicycles, pedestrians and equestrian uses.

### Overall Ideas

- Electrical throughout the area should be developed to service holiday lights and special events.
- The entire area should be flowing, natural, and lush desert landscaping. The area is not appropriate for palm trees.
- Overlooks or overhangs over the canal should be developed where people can view the mountains and the entire project.
- The Arizona Canal should be considered as a “continual project” where things can be added over time (e.g., memorials or sculptures).
- Enhanced landscaping should be provided at Scottsdale Road and Camelback Road. The city-owned property should be used to “announce” or define the entry to the Arizona Canal project visually.

- City property could serve as a trolley stop and project trailhead. A large informational kiosk showing the area should be developed.
- Boulevard-type of landscaping should be done along Scottsdale Road in this area.
- The Goldwater entry should also be heavily landscaped.
- Good directional signage should be provided throughout the area.
- Boats on the Canal might be acceptable if they are used to transport people or for a specific purpose. Otherwise they will be unpopular.
- There should be many different opportunities to interact with the water. Water should be used in a way to allow children or adults to play in it, provide a cooling effect, and to illustrate the importance of water in the desert.

## Community Workshop – Gold Group

### April 27, 2002; 8:30 to Noon

### Desert Canyon Middle School Cafeteria

Gold Group Facilitator: Curt Dunham

#### *Participant Comments*

##### North Bank

- Flexibility should be provided on the North Bank for development.
- Private development along the North Bank should be oriented toward the canal.
- The area should be pedestrian oriented.
- There should be smooth transition from the private development to the public areas along the canal. There should be no way to differentiate where one begins (i.e., private) and the other (i.e., public) ends.
- The railing that is required should be designed to disappear into the landscape. The railing should be sensitive to the views from the south bank. Landscaped areas and artwork should break up the linear nature of the canal bank. The railing should not interfere with the emergency steps in the canal bank.
- Provide electrical facilities along the canal to facilitate events. The electrical outlets should be installed in a straight path to accommodate festival-type activities (i.e., display tents).
- Landscaping should be used to provide shade rather than shade structures.
- Restrooms should be provided.
- Landscaping should be a focal point or component. The use of palms should not be the dominating feature.

##### South Bank

- Patios should be developed over the alley.
- There should be a meandering trail around manholes.
- There should be an opportunity to “be on the canal.”
- Equestrian activities should occur on a non-paved surface.
- The area should be a “slow feeling” where people do not rush around but linger.
- The area is park-like with lush landscaping.
- The South Bank should have less intensive uses than the North Bank.
- There should be a transition from the North Bank “urban-type uses” to South Bank’s tranquil connection to downtown.
- Patios should be provided to allow views of the canal area.





- There should be simple features that blend with the surroundings.
- There should be no bus stop-like shade structures.
- Railings on the South Bank should match the North Bank's railings but be less intrusive.
- Platforms over the water to provide viewing opportunities should be developed.
- City-owned property along Scottsdale Road should be used as an entry feature with public art, information about the canal's history, a plaza with restrooms, and informational kiosk. If any structures are built on the city-owned property they should be setback from Scottsdale Road.
- Landscaping along the South Bank should be consistent with the landscaping on the North Bank, but more dense.
- There should be one main trail that is not paved and developed of a composite material. There should be possible offshoot trails from the main trail.
- Consider developing "paved dropdowns" that allow you to walk or be nearer to the water.

#### Connections

- Cars should not be allowed on the Marshall Way Bridge.
- There should be a direct connection to the Marshall Way area.
- The Marshall Way Bridge should be for transit and pedestrians.
- There should be viewing areas along the bridge.
- The bridge should be tied into the overall design of the area.
- The Marshall Way Bridge should be at a minimal height and keep close to the water as much as possible.
- There should be pedestrian paths on both sides of the bridge.
- The landscaping should be kept at a "human scale."
- There should be two pedestrian-only bridges.
- The placement of the pedestrian bridges are dependent upon the private development that will occur.
- The pedestrian bridges should have a similar look as the main bridge.
- The pedestrian bridges should be designed to only accommodate pedestrians.
- The pedestrian bridges should not be too wide (i.e., 15 to 20 feet).
- There should be direct connections from the canal bridges to Downtown.
- No boats would be allowed if it requires revisions to the bridge height.

**Community Workshop – Red Group**  
**Sunday, April 28, 2002; 1:00 to 4:30 p.m.**  
**Coronado High School Cafeteria**

Red Group Facilitator: Peggy Fiandaca

***Participant Comments***

Connections

- There should not be any private vehicles on the bridges. Noise, traffic, and exhaust fumes were mentioned as concerns.
- Develop a tourist or people mover-type of transit system.
- It should be flexible in meeting the needs of the future. It is important that it serve as a major crossing and connection between the activities on the North and South Banks.
- Create an environment where people want to walk.
- Pedestrians should be allowed on the bridge. There should be two pedestrian sidewalks on both sides of the bridge.
- Keep the bridge down in size. It should be a people-scale.
- Provide one lane for transit.
- There should be no service or commercial use on the bridge.
- The bridge should be intimate, user-friendly and not a big, cement bridge.
- The bridges should be close to the water and provide shade that encourages people to linger.
- Provide viewing areas on the bridges
- The Marshall Way Bridge could be shut down for special events (e.g., farmer's market).
- Provide a valet parking area at key activity areas where people can leave their cars and walk.
- Horse and buggy activities can cross the bridge.
- The design of the shade could also be flexible so that it can be removed depending on the time of year.
- The bridges should serve as landscaped promenades for pedestrians.
- There should be activity areas at both ends of the bridge (e.g., amphitheater).
- Provide for electrical outlets on the bridge for possible future events.
- The bridge should be low, subtle, and soft within the surrounding environment. It should encourage people's curiosity to cross the bridge because it announces "there's something to discover." The bridges should be architecturally simple, but distinctive in design. Utilize artists in the design of each bridge. Provide them with the parameters and let them develop creative bridge designs.
- Consider incorporating water as part of the bridge (e.g., fountains of squirting water in the shape of the bridge or strategically placed lights that play off the water).
- The bridge is where everyone will want to take a picture and postcards representing Scottsdale will depict this area.
- Night lighting around the bridges will be important.

### North Bank

- The North Bank is a very urban activity area.
- Provide a green space that is not flat on the westside of the transit bridge. This grassy area is an area for discovery.
- Create a “floating performance” venue (e.g., a platform that would come out on the canal when a performance is scheduled). There would be several venues to enjoy the music or performance occurring on both sides of the canal.
- Develop amphitheaters on both banks at the ends of the transit bridge. People could enjoy the performances from these amphitheaters, the grassy area, and anywhere along the canal.
- East of the bridge is a more structured environment and west of the transit bridge is less structured (e.g., grassy knoll area).
- There should be seating areas frequently located along the bank for elderly, children, or just to linger.
- The North Bank should develop small vignettes with different themes all along the canal. However, the vignettes should be integrated with the entire design of the canal. The vignettes should provide shade and provide filtered light. Consideration should be given to provide warmth in the winter and the need for coolness in the summer.
- The bridge should create a meandering promenade with vignettes between the Fashion Mall and Downtown Scottsdale with interesting views of the canal area.
- Celebrate the history of the canal in one of the vignettes



### South Bank

- The area should be able to accommodate canal fronted retail businesses.
- The canal area should be a focal point for Scottsdale.
- Market carts should be allowed to stroll along the canal.
- Separate bicyclists from horses and pedestrians. Pedestrians and equestrian uses that are not interested in the retail along the canal would stroll along pathways closest to the water bordered by landscaping. Bicyclists should be allowed on the higher area above the tuck under parking bordered by landscaping. Patios should be allowed to flow out onto the promenade at the same level as the bike paths.
- There should be a canopy of trees that are low water users and low maintenance.
- The South Bank should be designed for uses that are continual (e.g., jogging, biking) and connected regionally.
- There should be a transit stop or drop-off point (e.g., handicapped access or baby strollers) at the city-owned parcel along Scottsdale Road.
- The city-owned property should be developed as a major focal gateway to the Arizona Canal. There should be a major water treatment that provides a clue to people driving down Scottsdale Road about what can be expected within the Arizona Canal project area. Develop waterfall sculptures that look as if it is flowing into the canal and then on the other end of the

project area (i.e., at Goldwater) another sculpture that brings the water out of the canal. The two sculptures work together in a way that illustrates the movement of water.

#### Other Issues

- Security is important to address so that the area does not become attractive to the homeless.
- Lighting should be integrated into the design of the project. Solar lighting should be considered. Low lighting should be encouraged.
- The area should be designed for multi-generations. There should be play areas developed.
- Water elements and features should be developed.

## Community Workshop – Blue Group

Sunday, April 28, 2002; 1:00 to 4:30 p.m.

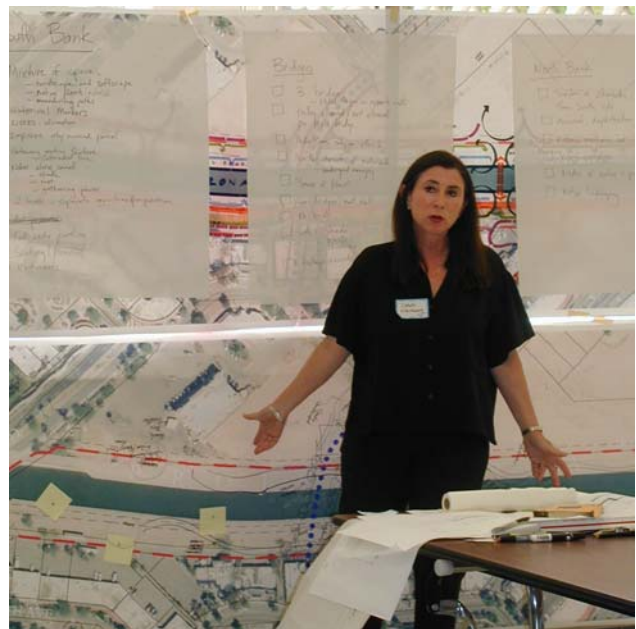
### Coronado High School Cafeteria

Blue Group Facilitator: Robin Meinhart

#### *Participant Comments*

##### South Bank

- The power lines should be buried along the South Bank.
- Eliminate the alley and build out to the canal by using tuck under parking concept.
- Businesses should face onto the canal.
- There should be planting of native species of shade trees (e.g., Botanical Garden setting). There should be a “softscape” barrier. There should be natural shade (e.g., filtered landscape) and not artificial shade structures.
- The South Bank Canal area should be passive with horse-drawn carriages.
- Create a destination and “sense of place.” There needs to be a balance of shopping, activity and passive spaces with shade, walking and viewing. There needs to be a clear division of space via use of design elements.
- Consider a sculpture garden.
- The area should be an area filled with energy.
- The South Bank should include an exercise area (e.g., bicycles, and walkways) and also have active areas.
- The area should provide a “larger vision” that supports the downtown. Create a destination like the San Antonio Riverwalk.
- Create a mixture of hardscape and softscape surfaces, native plants and materials, and varying types of shade structures.
- Create courtyards, walkways, and a mix of spaces.
- The Sun Circle Trail needs to be dirt composite material and user friendly.
- The horse trail should be grade-separated from the pedestrian surfaces.
- The downtown is the draw for the area. If redevelopment designation is removed, then revitalization will occur.
- There should be an area for entertainment.
- Integration of the history should be encouraged.



- The highest priority should be to create an attractive entry to downtown. It should be built at the same time other construction beings. Develop an “arrival” monument, information kiosk, tourist docents, and create a Scottsdale historic walk.
- Improve the city-owned parcel.
- Create an entry feature including a Cottonwood tree.
- Create nodes along the canal where there is shade, rest and places to gather with friends.
- There should be rock/stone monuments every block. Smaller monuments (informal historical markers) would be located more frequently than the primary courtyards or gathering places)
- The visitor center should be set back from the canal with a giant Cottonwood tree at the entry.
- The landscaping should be put in first and the other improvements after that.
- The canal should be a place to bring visitors to explain the history of Scottsdale.
- The city should offer an incentive for businesses to extend onto the canal.

### Connections

- Keep the bridges at a low grade to allow single-horse carriages.
- The main bridge would allow trolley connections to plaza nodes. However, no other rubber-tired vehicles would be allowed on the bridge. The design of the bridge should be designed for possible future vehicle use but the initial use should be pedestrian and equestrian.
- Pedestrians only on the other two bridges.
- Bridge locations should be put on hold until North Bank development is established.
- Conduct a competition for the design character. The bridges should be low, natural materials (i.e., stone and iron), provide benches, equestrian lane, and natural shade. The Old Town “feel” should be maintained.
- Ramping should consider ADA requirements.
- Pedestrian bridges should be smaller scale versions of the main bridge.
- Important that the vehicular bridge does not create a barrier or separate sections of the canal experience.
- The Trolley connection across the canal is important to enhancing the pedestrian experience.
- There should be no boats on the water in the canal.
- Develop “nodes” along the canal for shade and trolley turnarounds.
- Bridge decks need to be 10 to 12 feet above the canal floor to accommodate cleaning. This will be approximately 2 to 4 feet above the current canal banks.
- The bridge should have a landscaped canopy feel.

### North Bank

- The North Bank should be similar in character as the South Bank. However, it should be more active than the South Bank.
- Provide pedestals for public art. Encourage local and Arizona artists to display their work. Change the art displays monthly to encourage people coming back to enjoy the art.
- Develop a carousel and amphitheater.
- The North Bank private development should not dictate the canal bank improvements.
- Landscaping on the North Bank should be consistent with the South Bank landscaping.
- Create historic markers along the North Bank.
- Protect the visual corridors.
- Provide nodes of active and passive activity areas.

- There needs to be a reason for people to come to this area. The activities on the North Bank will be a destination to attract people to the area.
- Need to attract young people and families with children to the area.
- City of Scottsdale should consider purchasing land to ensure that the “essence of scale” is maintained. The group expressed a concern about density.

#### Other Issues

- Need to find out about alley operations, trash enclosures, and emergency vehicles.

## Community Workshop – Gold Group

Sunday, April 28, 2002; 1:00 to 4:30 p.m.

### Coronado High School Cafeteria

Gold Group Facilitator: Curt Dunham

#### *Participant Comments*

##### North Bank

- There should be defined connections between the public and private spaces along the North Bank.
- Break up the hard edge of the canal bank wall.
- There should be walkways along the businesses as well as along the canal bank.
- The North Bank should have places for activities.
- Widen the canal bank by creating places that are cantilevered over the water.
- There should be a variety of native Arizona trees along the canal bank. Good examples of landscaping include the Hyatt atrium/courtyard and The Phoenician.
- Develop a multi-use path to accommodate bicycles, rollerbladers, and skateboards.
- The North Bank provides an opportunity for festivals.
- There should be an elevation change as you spin out from the main pathway.
- Develop “Fire Pits/Circles” along the water where people can interact with artists or storytellers. In the winter they can provide warmth and other times provide interaction opportunities.



##### South Bank

- The South is a quieter, slower paced area.
- The built environment is distinctly different than the North Bank.
- Utilize natural materials for the paths.
- There should be gentle arcs and gradual movement.
- Encourage tuck under parking as a way to expand the South Bank area.
- Integrate the Sun Circle Trail with SRP access requirements.
- Gathering areas should be developed that cantilever over the canal.
- Landscaping should be the same as the North Bank.
- Fountains should be developed throughout the area.
- Protection of views is critical. The immediate environment is very important to protect.
- The city-owned park should celebrate Scottsdale’s history. The area provides opportunities for interpretive amenities. The area should be the gateway to the Arizona Canal area. This should be a family-oriented area. The area provides an opportunity to create excitement and welcome visitors to the canal project.



### Connections

- The bridge should be functional by connecting activity areas along the north and south in a plaza-like experience.
- The bridge should be a multi-use bridge (e.g., trolley and pedestrians).
- The bridge should be a very interesting design but not overpowering.
- Pedestrians should be allowed on both sides of the bridge.
- The pedestrian bridges should be 12 feet wide.
- The pedestrian bridges should be consistent in terms of design as the main bridge. However, the two pedestrian bridges should be simpler in design.
- The main bridge should provide a sense of “entry” to the Arizona Canal from the North Bank.
- There should be a major pedestrian walkway across Scottsdale Road at the entry of the city-owned park.
- Alleys should provide access and become an experience.
- There should be visual and physical connections from the South Bank to the horse fountain.
- Main pathway should be at least 12 feet wide and should meander throughout the entire area. The City of Scottsdale should spend some money to create a very distinctive path that allows you to experience the opportunities along the canal.
- There should be smaller pathways off the main path that lead people into the downtown, to small plazas, or areas that provide passive experiences.
- The pathways should be natural looking (e.g., stone, brick or interlocking pavers).
- There should be a contrast between the natural pathways with the more urban pathway. Careful attention should be provided regarding the connection of both.
- A slow paced pathway should be close to the canal.

### Other Issues

- Lighting should be integrated with the trees.
- Lighting that reflects on the water would be acceptable. But no light show.

**Community Workshop – Evaluations**  
**Saturday, April 27, 2002; 8:30 to Noon**  
**Desert Canyon Middle School Cafeteria**

Following is a summary of the responses received from the participants that attended the Saturday Community Workshop. A total of 8 evaluations were received.

|  | <b>Poor</b> | <b>Fair</b> | <b>Good</b> | <b>Excellent</b> |
|--|-------------|-------------|-------------|------------------|
| <b>Topics</b>                          |             |             | 4           | 4                |
| <b>Information</b>                     |             | 1           | 3           | 4                |
| <b>Group Size</b>                      |             |             | 3           | 5                |
| <b>Meeting Facilities</b>              |             |             | 2           | 6                |
| <b>Length of Meeting</b>               |             | 1           | 4           | 3                |
| <b>Facilitators/ Technical Support</b> |             |             | 3           | 4                |
| <b>Time of Year</b>                    |             |             | 3           | 3                |

***What did you like most about the Arizona Canal at Scottsdale Public Workshop?***

- The ability to contribute to something very important – A Vital Downtown Scottsdale.
- The size of the group helped keep focus input and comments in a unified direction. Important to keep it manageable. Appreciated the opportunity to have input as a citizen.
- Welcoming of input.
- Open discussion and freedom of ideas.
- Very inclusive.
- The participation.
- Well documented the comments that people made.
- Open dialogue.

### ***What would you have changed?***

- Have staff make the final group report to ensure proper presentation that reflects what was said in the group.
- More meetings
- More people
- Nothing significant.
- Get developer representatives so they hear from grassroots rather than build in a vacuum.
- Bottled water available.
- Warmer room temperature.

### ***What are the most important issues discussed today that the City of Scottsdale and Design Team should consider in developing alternatives for the Arizona Canal at Scottsdale?***

- That the project be good for people and future residential developments. That it be good for businesses in Downtown Scottsdale.
- That locals are drawn to the area.
- Flow and circulation of pull to different zones. Create an image so area reflects that.
- Simple is elegant. This project will be seen as the expression of Scottsdale's character. Our Downtown Plan encapsulates "How it looks" and we would do well to follow these guidelines.
- Linkage to existing community.
- Shade.
- Low scale bridge to not block and interrupt the flow of design and activity. Lush landscaping – trees combined with ramadas. Rural, slow feeling on the South Bank.

**Community Workshop – Evaluation**  
**Sunday, April 28, 2002; 1:00 to 4:30 p.m.**  
**Coronado High School Cafeteria**

Following is a summary of the responses received from the participants that attended the Saturday Community Workshop. A total of 8 evaluations were received.

|  | Poor | Fair | Good | Excellent |
|--|------|------|------|-----------|
| <b>Topics</b>                          |      |      | 1    | 5         |
| <b>Information</b>                     |      | 1    | 3    | 2         |
| <b>Group Size</b>                      |      |      | 3    | 3         |
| <b>Meeting Facilities</b>              |      |      | 5    | 1         |
| <b>Length of Meeting</b>               |      | 1    | 3    | 2         |
| <b>Facilitators/ Technical Support</b> |      |      | 3    | 3         |
| <b>Time of Year</b>                    |      |      | 5    | 1         |

***What did you like most about the Arizona Canal at Scottsdale Public Workshop?***

- The openness of participants.
- Visuals, interaction, segmenting of each issue.
- Common themes among groups.
- Knowledgeable facilitators.
- Inter exchange of ideas.
- All ideas were accepted. It was a feel good session. Much like writing a list of request to Santa.

***What would you have changed?***

- Would like to have had more pictures/samples from existing projects.

- Landscape orientation most successful. Flora/fauna and why. Also orientation of the canal – its processes and a review of its pros and cons in terms of construction to site (i.e., just a bit more understanding).
- Huge project – our group got caught up with “big picture” ideas. Break it down to more specifics.

***What are the most important issues discussed today that the City of Scottsdale and Design Team should consider in developing alternatives for the Arizona Canal at Scottsdale?***

- Is this a park or a retail development?
- Integration of downtown to new development. The historical section and possibilities of vitality with this project via landmarks, economic promotion, and a sense of community.
- Gateway triangle should be a focused entry from Old Town (i.e., fountain/bridge). Please be considerate of patio businesses facing property.
- Create water features along and in canal. Include activity on the canal (e.g., floating amphitheater).
- Design of bridge and surfaces of the canal paths. Consider use of the main bridge appearance to make it fit in with our downtown environment. Surface of pathways should be kept as natural as possible for ease of walking for carriages and horses and for the appearance of our canal banks. I also think you need to think about upkeep – I do not like the idea of brick; maybe natural pavers. Also, very important is the fence. Please look at the fence for the new development at the Old Judson School project (i.e., stone and iron that is rusty looking) at Lincoln North on Mockingbird across from St. Barnabas Church. This look could then tie into the bridges by using some iron and maybe stone.
- Keep the canal a welcoming, gathering place.

**APPENDIX A**  
***Arizona Canal at Scottsdale***  
***Public Workshops***  
**AGENDA**

***Saturday, April 27, 2002***

8:30 - 8:45 a.m.      **Registration and Continental Breakfast**

8:45 - 9:20 a.m.      **Welcome and Opening Remarks**

Peggy Fiandaca, Public Involvement Coordinator  
Bill Peifer, Scottsdale Project Manager

9:20 – 9:30 a.m.      **Rotation Break**

9:30 - 11:00 a.m.      **Small Group Discussions**  
-    Connections (30 minutes)  
-    North Bank (30 minutes)  
-    South Bank (30 minutes)

11:00 – 11:50 a.m.      **Small Group Reports**

11:50 – Noon          **Wrap Up and Next Steps**

***Sunday, April 28, 2002***

1:00 - 1:15 p.m.      **Registration and Continental Breakfast**

1:15 - 1:50 p.m.      **Welcome and Opening Remarks**

Peggy Fiandaca, Public Involvement Coordinator  
Bill Peifer, Scottsdale Project Manager

1:50 – 2:00 p.m.      **Rotation Break**

2:00 - 3:30 p.m.      **Small Group Discussions**  
-    Connections (30 minutes)  
-    North Bank (30 minutes)  
-    South Bank (30 minutes)

3:30 – 4:20 p.m.      **Small Group Reports**

4:20 – 4:30 p.m.      **Wrap Up and Next Steps**

## DESIGN PRINCIPLES FOR THE DEVELOPMENT OF THE ARIZONA CANAL AT SCOTTSDALE

*The following items encapsulate the main principles for the design and development of the Arizona Canal at Scottsdale. These principles were developed based on the results of the focus groups held.*

|                        |   |
|------------------------|---|
| <b>Sense of Place:</b> | The end result of the Team's efforts should be the creation of a Destination, with features that are unique to Scottsdale.  |
| <b>Canal/Water:</b>    | The presence, and importance, of water will be highlighted in the overall design.   |
| <b>Adjacent Use:</b>   | The project should respect, and support the surrounding Residential, Commercial, Recreation and Public uses.  |
| <b>Connections:</b>    | The project should provide a strong link between the north and south sides of the canal. Also, strengthening the east/west canal connections will be studied.   |
| <b>Scale:</b>          | The canal area development should maintain the pedestrian scale of the area. Transitions in scale are important and should be carefully planned.  |
| <b>Activity:</b>       | The overall design should be inclusive of highly active, urban activities, and quiet, passive park-like environments along the canal.   |
| <b>History:</b>        | An interpretive element should be provided to highlight the history of the canal in Scottsdale.   |
| <b>Art:</b>            | The Design team needs to recognize, and build upon the heritage of the Arts within the City of Scottsdale   |
| <b>Views:</b>          | Create opportunities within the development to preserve and enhance the surrounding mountain and urban views.   |
| <b>Safety:</b>         | Security, safety, vandalism and accessibility need to be integral to any design concepts.   |
| <b>Children:</b>       | People of all ages should be attracted to the area. Safety issues for children along the canal need to be addressed.  |
| <b>Shade:</b>          | The area should be considered as a 'festival of shade', utilizing trees and shade structures.   |
| <b>Bikes:</b>          | The area should support the use of bicycles, and connect to the regional trail system.  |
| <b>Pathways:</b>       | The area should have a pedestrian oriented atmosphere.  |
| <b>Boats:</b>          | The design team will investigate the feasibility, and implications of boating on the canal.   |
| <b>Horses:</b>         | Horse carriage transportation will be provided for in the design. Linking this portion of the canal to the Sun Circle Trail will be investigated.   |
| <b>Site Features:</b>  | Site amenities, such as seating and kiosks will be provided. The scale of people gathering spaces, such as plazas and amphitheaters, will be carefully considered.  |
| <b>Bridges:</b>        | The main bridge crossing should accommodate vehicular, pedestrian, and transit modes. Secondary bridge crossings will be limited to pedestrians. Additionally, pedestrian bridges or underpasses to link the canal pathways East and Westbound will be studied. |
| <b>Design:</b>         | Any designs undertaken must exhibit a very high standard. There should be a careful exploration of the design character as it relates to the history, and future of the area.   |
| <b>Landscape:</b>      | Landscape design must exhibit a very high standard. There should be a careful study of the landscape character as it relates to the desert ecology, history, and future of the area.  |

|   |
|---|
| <p><b>ARIZONA CANAL AT SCOTTSDALE WORKSHOP</b><br/><b><i>GROUND RULES</i></b></p> |
|---|

- ✓ Enter into the discussion enthusiastically.
- ✓ Listen alertly and speak your mind freely.
- ✓ Confine your discussion to the topic.
- ✓ Indulge in friendly disagreement.
- ✓ Provide constructive feedback and receive it appropriately.
- ✓ Appreciate the other person's point of view.
- ✓ Don't monopolize the discussion.
- ✓ Take responsibility for the success of your session.



# ARIZONA CANAL AT SCOTTSDALE PUBLIC WORKSHOPS

In order to make each Public Workshops better, we ask that you fill out the following questionnaire and turn it in before you leave.

- THANK YOU -

|                        | Poor  | Fair  | Good  | Excellent |
|------------------------|-------|-------|-------|-----------|
| Topics                 | _____ | _____ | _____ | _____     |
| Information            | _____ | _____ | _____ | _____     |
| Group Size             | _____ | _____ | _____ | _____     |
| Meeting Facilities     | _____ | _____ | _____ | _____     |
| Length of Meeting      | _____ | _____ | _____ | _____     |
| Facilitators/Technical | _____ | _____ | _____ | _____     |
| Support                | _____ | _____ | _____ | _____     |
| Time of Year           | _____ | _____ | _____ | _____     |

What did you like most about Arizona Canal at Scottsdale Public Workshop?

---



---



---

What would you have changed? \_\_\_\_\_

---



---

What are the most important issues discussed today that the City of Scottsdale and Design Team should consider in developing alternatives for the Arizona Canal at Scottsdale?

---



---



---



---



---

- PLEASE PRINT -

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Office Phone: \_\_\_\_\_

E-Mail \_\_\_\_\_